

**IDAHO TRANSPORTATION DEPARTMENT**

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July 23, 2008

Richard F. Krochalis, Regional Administrator
Federal Transit Administration
Federal Building, Suite 342
915 Second Ave.
Seattle, WA 98171

Subject: FY 2008-2012 Statewide Transportation Improvement Program (STIP)
Amendment #5 to modify project costs in the STIP funded through federal-aid transit funds

The Idaho Transportation Department is requesting that FTA transfer unprogrammed funds from prior fiscal years 2006 and 2007 designated for Idaho's small urban Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317) programs so that Valley Regional Transit can apply directly for the funds through the Section 5307 program for ease of program administration. STIP amendment #5 to the FY 2008-2012 will reflect the related increase in funding as requested by the Board of COMPASS in their amended TIP. Funds will be administered by the designated Section 5307 recipient for the Nampa UZA, Valley Regional Transit for projects within the urbanized area in Canyon County. The transferred funds do not include any of the 10% allowed for State administration and planning at the 100% federal match rate. The request below are in federal dollars only and are rounded to the nearest thousands of dollars.

Key No	Locn	Year	Orig Cost	Revs'd Cost	Type of Project	Prgm	Sponsor
11529	Nampa	2008	0	547	JARC - Mobility Management (80:20)	5316	Valley Regional Transit
11528	Nampa	2008	0	283	Mobility Management (80:20)	5317	Valley Regional Transit

The selection of projects was the result of the competitive selection process after review of the coordinated human service agency transportation plans submitted by respective areas. The Idaho Transportation Department certifies that the above projects were added with all applicable requirements as described in Section 450.220 of the Statewide Planning Regulation, dated October 23, 1993. As required by Section 450.212, the above projects were corrected with public involvement under the process adopted by the Idaho Transportation Board on March 10, 1995, or are exempt from the public involvement requirements. These projects are consistent with *Idaho Transportation Plan* as was approved by the Idaho Transportation Board in January 1995 and the *Idaho Transportation Plan* as was approved by the Idaho Transportation Board in November 1995. The STIP remains fiscally constrained.

Sincerely,

RANDY KYRIAS
Public Transportation Administrator

CC: COMPASS - Toni Tisdale
Valley Regional Transit – Kelli Fairless